



City of Colusa California

STAFF REPORT

DATE: September 6, 2022

TO: City of Colusa Mayor and Council Members

FROM: Fernanda Vanetta, Grant Writer through Jesse Cain, City Manager

AGENDA ITEM:

Subject: US Department of Transportation (DOT) Reconnecting Communities Pilot (RCP) Planning Grant

Recommendation: Council to approve resolution 22-____ for the City of Colusa to submit grant bid to the DOT for a planning grant for the Development on a Main Street Project that would repave Main Street and develop the area to reconnect it to the community.

BACKGROUND ANALYSIS: The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including to mobility, access, or economic development.

The program provides technical assistance and grant funding for planning and capital construction to address infrastructure barriers, restore community connectivity, and improve peoples' lives. The variety of transformative solutions to knit communities back together can include: high-quality public transportation, infrastructure removal, pedestrian walkways and overpasses, capping and lids, linear parks and trails, roadway redesigns and complete streets conversions, and main street revitalization. The RCP Program welcomes applications from diverse local, Tribal, and regional communities regardless of size, location, and experience administering Federal funding awards.

A cornerstone of the RCP program is DOT's Equity Strategic Goal to reduce inequities across our transportation systems and the communities they effect. The RCP Program seeks to redress the legacy of harm caused by transportation infrastructure, including barriers to opportunity, displacement, damage to the environment and public health, limited access, and other hardships. In pursuit of this goal, the program will support and engage economically disadvantaged communities to increase affordable, accessible, and multimodal access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, and park space.

Cost Sharing and Matching

Matching funds may include non-Federal sources such as:

- State funds originating from programs funded by State revenue,
- Local funds originating from State or local revenue-funded programs,
- Philanthropic funds, or
- Private funds.

Grant recipients may also use in-kind or cash contributions toward local match requirements so long as those contributions meet the federal legal requirements. In-kind contributions may include compensation for community members' time, materials, pro bono work provided to the project by third parties, and donations from private sponsors.

Planning Grants may not exceed 80 percent of the total cost of the project for which the grant is awarded. Recipients are required to contribute a local matching share of no less than 20 percent of eligible activity costs. As noted above, the local matching share may consist partially or entirely of in-kind contributions as well as contributions from the private sector and/or philanthropic organizations.

Eligible Planning Grant Activities and Costs:

1. Public engagement activities, including community visioning or other place-based strategies for public input into project plans
2. Planning studies to assess the feasibility of removing, retrofitting, or mitigating an existing eligible facility to reconnect communities, including assessments of:
 - a. Current traffic patterns on the facility and the surrounding street network.
 - b. Alternative roadway designs or other uses for the right-of-way.
 - c. The project's impact on mobility of freight and people.
 - d. The project's impact on safety
 - e. The estimated cost to restore community connectivity and to convert the facility to a different design or use, compared to any expected maintenance or reconstruction costs.
 - f. The project's anticipated economic impact and development opportunities.
 - g. The project's environmental, public health, and community impacts.
3. Other planning activities in advance of the project, such as:
 - a. Conceptual and preliminary engineering, or design and planning studies that support the environmental review for a construction project.
 - b. Associated needs such as locally-driven land use and zoning reform, transit-oriented development, housing supply, in particular location-efficient affordable housing, managing gentrification and neighborhood change, proposed project impact mitigation, green and open space, local history and culture, access and mobility barriers, jobs and workforce, or other necessary planning activities as put forth by the applicant that do not result in construction.

City Staff envisions a plan that revitalizes Main Street so it can connect the community with its waterfront and give citizens and visitors an alternate route over Market Street. The plan can also focus on incorporating Levee Park as a hub along with the accompanying city building that can be further utilized as event space, bringing new life and economic vitality to the area. It would also make sure accessibility to all citizens to make sure there is equitable right to use.

BUDGET IMPACT: The 20% match required for this grant would result in a cost to the city of \$200,000 for the project. The project could be scaled back which would result in a reduction in matching funds.

ATTACHMENT: Resolution 22-